

The Hongkong Telegraph

WEATHER FORECAST
RAIN

November 14th, 1911. Temperature 10 a.m. 78 4 p.m. 71; Humidity...82, 90.

(ESTABLISHED 1841)
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November 14th, 1910. Temperature 10 a.m. 69, 4 p.m. 71; Humidity...49, 55.

No. 8885

號五廿月九年三民

WEDNESDAY, NOVEMBER 15 1911. 三拜禮

號五十一月一十英港

236 PER ANNUM.
Single Copy 10 CENTS.

TELEGRAMS.

THE REBELLION.

YUAN MUST ACCEPT.

Bombay, Nov. 15, 7.20 a.m.
Reuter's correspondent at Peking states that an edict has been issued commanding Yuan Shih-kai to accept the Premiership.

THRONE'S LATEST MOVE.

It also orders the governors of all the Provinces to select from three to five representatives to come to Peking to confer regarding the situation.

The edict also appoints delegates to visit sixteen of the disturbed provinces in order to pacify the people.

YUAN SHIH KAI'S COMMAND.

Via Durban, Nov. 14, 2.30 p.m.
Reuter telegraphs from Peking that an Edict has been issued appointing Yuan Shih-kai to the command of all the troops in the vicinity of the capital.

FLEET GOES OVER.

Shanghai, Nov. 14.
The fleet of thirteen vessels under Admiral Sir Sah, which was anchored off Chinkiang, surrendered to the rebels last night. The vessels have been supplied with provisions and ammunition to enable them to take part in the besieging of Nanking.

INDEPENDENCE DECLARED.

Chefoo and Fengtien have declared their independence.

SEEKING SAFETY.

Many members of the National assembly, in anticipation of trouble at Peking, have fled. Mr. Li Ka-kui the President, has issued a circular earnestly urging the other members to remain in the Capital.

REBELS SEIZE RICE.

The rebels have seized about 1,200 piculs of rice intended for the loyal forces under General Chang in Kwachow. The troops are at present in need of provisions.—("Sun-po")

TELEGRAMS.

THE REBELLION.

MANCHURIA'S AUTONOMY.

(SERVICE TO THE "TELEGRAPH.")

Bombay, Nov. 15, 7.20 a.m.
Reuter's correspondent at St. Petersburg states that Manchuria has declared itself autonomous.

The administration is actually in the hands of deliberative committees at Mukden, Kirin, and Tsitsihar.—Reuter.

MORE DISTRICTS FALL.

Swatow, Nov. 13th.

Chung Hoi, a district city near Swatow, has fallen into the hands of the revolutionaries under Wong U Chong. Chongyang was also occupied by the revolutionaries on Nov. 11th. The district magistrate has been arrested and sent to the Swatow military department.—("Tsun Wan Yat Po" Service.)

THE NAVY SUBMITS.

Shanghai, Nov. 14.

Thirteen warships under the command of Admiral Sah Chin Ting, now lying at Chinkiang, submitted to the Republicans yesterday. The officers and crews of these warships are being paid double wages and have now been ordered to render assistance in attacking the Imperialists at Nanking.

Chefoo, Shantung province and Mukden have declared independence. Leung Kwai, a Manchu General, has escaped to Tientsin from Peking.—("Tsun Wan Yat Po" Service.)

TO ATTACK NANKING.

The revolutionaries at Kiukiang under the command of General Lai Chung Ngok are going to attack Nanking.

VICEROY DESIGNATE ARRESTED.

Shanghai, Nov. 13th.
Tsun Fang, Viceroy designate of Szechuen province has been arrested by the Republicans at Kweichow. He offered to redeem himself by paying a ransom for his release, but the Commander-in-Chief of the rebels refused the offer, and ordered him to be sent to Wuchang for trial.—("Tsun Wan Yat Po" Service.)

HONAN'S DECLARATION.

The Provincial Assembly has decided to declare the province an independent state. The Governor, Pao Fun, has strongly protested. The province is now in a state of great unrest.

TELEGRAMS.

THE REBELLION.

YUAN SHIH KAI'S OFFER REFUSED.

Yuan Shih Kai has written to Li Yun Heng offering the latter the territories to the south of the Yangtze for the establishment of a republic, while the country to the north of the river to be under a constitutional monarchy. Li Yun Heng has refused the offer.—("Tsun Wan Yat Po" Service.)

MARCHING ON NANKING.

Shanghai, Nov. 13th.

The Republican troops at Chinkiang, Shanghai and Soochow have arrived at Chinkiang and are marching to attack the Imperialists at Nanking.

MORE DISTRICTS FALL.

Swatow, Nov. 13.

Chung Hoi, a district city near Swatow, has fallen into the hands of the revolutionaries. Chongyang has also been occupied. ("Tsun Wan Yat Po" Service.)

NANKING'S VICEROY DETAINED.

Viceroy Chan Yun Chun of Nanking, attempted to escape from the city, but was detained by General Chang Hyn the Commander of the Imperialists at Nanking.

Kweichow, Changchow and Fokien provinces have declared their independence.—("Tsun Wan Yat Po" Service.)

OFFICIAL RECEIVER.

FOR THAMES COMPANY.

(SERVICE TO THE "TELEGRAPH.")

Durban, Nov. 14 11.30 p.m.

The Court of Chancery has appointed an Official Receiver for the Thames Iron Works Shipbuilding Company. Counsel mentioned that 3000 or 4000 workmen must be paid on Saturday.—Reuter.

JAPAN'S EXPANSION.

NAVAL AND MILITARY LOANS REJECTED.

Via Durban, Nov. 14, 2.30 p.m.
Tokyo Cabinet has rejected the proposals of the Ministers of War and Marine to raise loans for the purpose of Naval and Military expansion.—(Reuter)

TELEGRAMS.

CRICKET.

M.C.C.'S VICTORY.

(SERVICE TO THE "TELEGRAPH.")

Durban Nov. 14, 12.5 p.m.

In hot weather, and on a good wicket, but before a small attendance, South Australia were all out for 228. Mayne made 84, his innings occupying 215 minutes.—Reuter.

BANK OF BURMA.

SUSPENDS PAYMENT.

(SERVICE TO THE "TELEGRAPH.")

Durban Nov. 14, 12.5 p.m.

Reuter's correspondent at Rangoon states that the Bank of Burma has suspended payment.—Reuter.

POOR POWDER.

MADE IN FRANCE.

(SERVICE TO THE "TELEGRAPH.")

Durban Nov. 14, 7.32 p.m.

Reuter's correspondent at Paris states that the Committee which has been investigating the quality of powder reports very unfavorably of a certain factory where powder for the army and the navy has been made for years.

The committee severely reprehends the laxity of supervision displayed both during the manufacture and on delivery.—Reuter

MOROCCAN AGREEMENT.

NO ASSENT REQUIRED.

(SERVICE TO THE "TELEGRAPH.")

Durban Nov. 14, 7.32 p.m.

Reuter's correspondent at Berlin states that in the Reichstag the Minister of the Interior announced that the Government, after further consideration, were still convinced that the Franco-German agreement did not require legislative assent.

On the other hand Colonial expansion had assumed such a scope that the legislative bodies should co-operate regarding it to a greater extent than hitherto. Consequently the Government was prepared to accept the motion from the centre that the frontiers of the Colonial Protectorates should be altered only by Act of Parliament.

TELEGRAMS.

TARIFF REFORM.

A HANDSOME DONATION.

(SERVICE TO THE "TELEGRAPH.")

Via Durban, Nov. 14, 12 a.m.

Mr. J. Buchanan has signified his intention of donating the sum of ten thousand pounds to the Tariff Reform League on Mr. Bonar Law's appointment as Leader of the Unionist party.—(Reuter.)

INSURANCE BILL.

Via Durban, Nov. 14, 9.25 a.m.

The Insurance Bill amendments were carried by 171 votes to 89. Replying to protests from several Scottish members including Liberals Mr. Pirrie and Mr. Munro-Ferguson and the Labour member Mr. G. N. Barnes, Mr. Lloyd George said there would be separation of no part of the Government's plan. He regretted the Scottish, Irish and Welsh had preference for separate funds as this would introduce complications in the working of the measure, but it was necessary to defer sentiment.—(Reuter.)

CANTON NEWS.

(Our Own Correspondent.)

Canton, November, 12th.

The Situation in Canton.

Mr. Woo Hong-man is only taking up the post of Governor-General provisionally pending the election by the public of a proper person in the place.

Mr. Chan King Wa is discharging the duties of Superintendent of Police of the whole province of Kwangtung.

Mr. Chan Siu-pak is the Chief Secretary of the Governor-General of Canton and Mr. Tan Tsz-kong is the Chief Foreign Secretary.

Mr. Li Pak alias Li Ki-long is said to have been made the Diplomatic Commissioner.

Mr. Lai Fung-tseung, former Superintendent of Wireless Telegraphy, has been appointed Director of the Canton Telegraph Administration, while Mr. Wong Ting-shi is to remain as Assistant Director.

It is said that Mr. Wong Ching-wai, who has just been released by the Chinese Emperor at the request of the late Viceroy Chang Ming-shi, will be nominated as the Governor-General of Kwangtung.

Mei Sh. Tam Tsz-kong and Chung Chuk-mi went together with Captain Wu Kwang-tung to interview the British Consul-General yesterday about the re-opening of the traffic of the Canton-Kowloon Railway.

Over 22,000 soldiers, of whom the majority is a conglomerate of all sorts of undisciplined characters, have arrived at Canton during the last two days. Many of them have been disarmed and accommodated at the New Army's barracks at Sha Ho, and some in the compound of the Tartar-General's Yamen. Some went to different police and military stations and asked for loans of arms and ammunition and when refused seized the weapons by force. It is said that the Police Station at Honan has to-day been demolished. All arms at No. 2 Western Police Station were rolled yesterday by some bad characters who called themselves revolutionaries coming with orders to disarm the police. Upon receipt of the report, the Governor-General issued notices for the arrest of the impostors.

The two well-known robber-chiefs, Luk Lan-shing and Li Tang-tung, have brought their followers to Canton

TELEGRAMS.

BRITISH NAVY.

MR. CHURCHILL ATTENDS EXERCISES.

(THE "TELEGRAPH" CORRESPONDENT)

Via Durban, Nov. 14, 2.30 p.m.

Despite the stormy weather, the Rt. Hon Mr. W. Churchill, First Lord of the Admiralty, accompanied the home fleet during its exercises in the English Channel.

PROPOSAL TO CREATE SIKH REGIMENT.

Via Durban, Nov. 14, 9.25 a.m.

A Reuter telegram from Ottawa states that Colonel Hughes, the Minister of Militia, has returned from a tour of inspection in Western Canada and recommends to Premier Borden the formation of a regiment of Indian immigrants, as there are many Sikh settlers who are ex-soldiers.

PEDESTRIANISM.

SPRINT CHAMPIONSHIP.

Via Durban, Nov. 14, 10.10 a.m.

Reuter's Melbourne correspondent cables that Postle beat Donaldson in the World's Sprint Championship in the eighty yards. (Time, seven and four-fifths seconds). Donaldson beat Postle in the hundred yards (Time, nine and three-fifths seconds) and in the 110 yards (Time, ten and four-fifths seconds) on grass.

UNIONISTS REJOICE.

A BRACING TONIC.

Via Durban, Nov. 14, 9.25 a.m.
"A great day for the Unionists" epitomises the Unionist comment upon the Oldham result. Both are described as tonics for the party who attribute the Oldham result to the Insurance Bill. The Liberals dismiss the result at Oldham as a gift by the Labour Party to Toryism. Mr. Bonar-Law telegraphed to Mr. Dennis saying "a splendid victory is coming to-day which greatly encourages us all."—(Reuter.)

MARTIAL LAW.

THE GOVERNOR-GENERAL'S ACTIVITY.

Canton, November 13.

Governor-General Woo Hong-man has telegraphed to the Ministers of the different powers at Peking stating that the Republican Government has been established at Kwangtung, and all foreign residents in this province will have his adequate protection.

As the place is at present in tranquillity as before he hopes that the Ministers will cultivate mutual friendship in order to enjoy together the happiness of universal peace. He requests that they will inform their respective Governments.

By order of the Governor-General the followers of the robber chiefs (Luk Lan-shing, Luk Lung, Li Fuk-Lan and Tsin Yee), who number many thousands, have been enrolled as police and will be trained and educated for the protection of the City.

The following are the Governor-General's orders proclaimed yesterday, as martial law:

1. Disobedience of orders will merit capital punishment.
2. Surrendered soldiers or police fighting with law-abiding volunteers will be hanged.
3. Searchers of houses or police who force people to give up their arms and ammunition will be decapitated.
4. Capital punishment will be meted out to soldiers who make compulsory purchases or sales.
5. After the promulgation of martial law anyone who compels villagers to give up their arms will be hanged.
- (a). Those who protect the lives and property of foreigners will be rewarded.
- (b). Those who observe martial law carefully and have done great merit will receive rewards.
- (c). Those who can maintain order and public peace will be rewarded.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$11,000,000
RESERVE FUND.....15,000,000
Sinking \$1,000,000 at 2 1/2%
Silver.....10,750,000
RESERVE LIABILITY OF PRO-
PRIETORS.....\$15,000,000

CHIEF MANAGER:
HONGKONG—N. J. STARR.
MANAGER:
Shanghai—H. E. R. HUNTLEY.
LONDON BANKERS—LONDON COUNTY
AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
on balance on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 3 1/4 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STARR, Chief Manager.

HONGKONG SAVING BANK.

THE Business of the above Bank is
conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION. Balances may be obtained
on application.
INTEREST on deposits is allowed
at 3 1/4 per cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
AND SHANGHAI BANK to be placed on
FIXED DEPOSIT at 4 per cent. per
annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STARR, Chief Manager.

THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA.

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CHARTER 1858.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,625,000
RESERVE LIABILITY OF
PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CUR-
RENT ACCOUNT at the rate
of 2 per cent. per annum on the Daily
Balance.
On Fixed Deposits for 12 months,
4 per cent.
On Fixed Deposits for 6 months,
3 1/2 per cent.
On Fixed Deposits for 3 months,
2 1/2 per cent.
W. M. DICKSON,
Manager.
Hongkong, 1st May, 1911. [12]

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PAID-UP CAPITAL... " 30,000,000
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Bombay Osaka
Canton Hankow
Dairen (Dalny) Peking
Fengtien (Mukden) Itoyo (Port Ar-
thur)
Hankow San Francisco
Kobe Shanghai
Liao-Yang Tientsin
London Yokohama
Lyons Tokyo
Nagasaki

INTEREST ALLOWED ON CURRENT
ACCOUNTS.
Deposits received for fixed periods at
rates to be obtained on application.
TAKEO TAKAMICHI,
Manager.
Hongkong, 25th Sept., 1911. [18]

INTERNATIONAL BANK-
ING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND...Gold \$3,250,000
Gold \$6,500,000

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LONDON OFFICE:—
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ALL OVER THE
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Current Account at the rate of 2 per
cent. per annum on daily balances and
accepts Fixed Deposits at the following
rates:
For 12 months 4 per cent. per annum.
For 6 " 3 1/2 " " "
For 3 " 3 " " "
GEO. HOGG,
Manager.
No. 9, Queen's Road Central,
Hongkong, 1st May, 1911. [14]

Banks

DEUTSCH ASIATISCHE
BANK.

CAPITAL FULLY
PAID-UP.....Sh. Tels. 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
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Peking Singapore Tientsin
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DEUTSCH BANK (BERLIN), LONDON
AGENCY.
DIREKTION DER DISKONTO GESAM-
SCHAFT.

INTEREST allowed on Current
Accounts. DEPOSITS received on terms
which may be learned on application.
Every description of Banking and
Exchange business transacted.
A. KOEHN,
Manager.
Hongkong, 9th Oct., 1911. [3]

THE MERCANTILE BANK OF
INDIA, LIMITED.

Authorized Capital.....£1,000,000
Subscribed ".....1,125,000
Paid Up ".....662,000
Reserve Fund.....825,000

HEAD OFFICE:
40, Threadneedle Street, London, E.C.

BRANCHES:
Bombay Calcutta
Canton Singapore
Hankow Penang
Kobe Rangoon
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AGENTS IN JAPAN:
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BANKERS:
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on account of Constituents. Letters of
Credit granted on Agents and Corres-
pondents all over the world.
Interest allowed on Current Ac-
counts at 2 per cent. per annum on
Daily Balances and on Fixed Deposits
as under:
For 3 months 2 1/4 per cent. per annum.
" 6 " 3 " "
" 12 " 4 " "
F. O. MACDONALD,
Acting Manager.
[260]

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A strong British Corporation Registered under
Hongkong Ordinances and under Life Assurance
Companies Act, England.
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Assets to meet.....\$9,973,000.00
Income for Year.....\$3,402,000.00
Insurance Fund.....\$1,110,000.00
LEFFERTS KNOX, Esq., District Manager.
B. W. TAPPE, Esq., District Secretary.
Hongkong, Canton, Macao and the Philippines.
Alexander Building.
C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Chater, Kt.,
C.M.G., T. F. Hoogh, Esq., C. J. Lafitte, Esq.,
Hongkong, 7th Nov., 1911. [80]

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EVERY DESCRIPTION
RE-COVERING
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Tapestries,
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Leathers, and
Leathercloths.
REASONABLE PRICES.
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Hongkong, 20th Oct., 1911. [1048]

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Consulting Engineer and Surveyor for
construction, Valuer and Assessor for
the purchase, or sale, of Steamships, or
Launches.
Alexander Building, 2nd Floor.
Hongkong, 1st May, 1911. [1100]

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Hongkong, 25th October, 1911. [1452]

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MOTOR,
RING UP 1038.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

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\$4.20 per 100FELUCCA
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CONFECTIONERS
CATERERS
RESTAURANTEURS
14, Des Vœux Road Central.
Hongkong, 20th April, 1911. [140]

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BUTTERFIELD & SWIRE
Hongkong, 22nd September, 1911. [140]

Intimations

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General Agents for the Remington Typewriter Co.

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SPECTACLES

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that their value cannot be over-estimated. If
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THAT MEANS

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MACGREGOR & CO.,

Hongkong, 6th September 1911. [1198]

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1, WYNDHAM STREET (Flower St) HONGKONG [1177]

THE CHINA SQUADRON.

Following are the vessels of the
China Squadron:—

Submarines:—
No. 36, Lieut.-Commr. Godfrey
Herbert.
No. 37, Lieut.-Commr. A. A. L.
Fenner.
No. 38, Lieut.-Commr. J. M.
Codrington.

Albatross, despatch-boat, Comdr.
A. Lowndes, 700 tons, 4
guns, 2,000 i.h.p.

Astron, 2nd class cruiser, Captain
E. B. Kiddle, 4,360 tons, 10
guns, 7,000 i.h.p.

Atlas, admiral's tug, Master S.
West, 615 tons, 1,400 i.h.p.

Bramble, gunboat, Lieut.-Comdr.
B. G. Washington, 710 tons,
900 i.h.p.

Britannia, gunboat, Lieut.-Comdr.
J. M. Barker, 710 tons, 900
i.h.p.

Cadmus, British sloop, Comdr.
H. Lynes, 1,070 tons, i.h.p.
1,400, i.d.

Cherub, water tank and tug,
Master W. Smith, 390 tons,
i.h.p. 340.

Clio, British sloop, Comdr. H. R.
Veale, 1,070 tons, i.h.p. 1,400.

Fame, torpedo-boat destroyer, Lt.
Comdr. H. S. Monroe, 340
tons, 8 guns, 5,700 i.h.p.

Flora, 2nd class cruiser, Captain
J. Nicholas, 4,360 tons, 10
guns, 7,000 i.h.p.

Handy, torpedo-boat destroyer,
Lieut.-Comdr. Hon. Guy
Stopford, 295 tons, 8 guns,
4,000 i.h.p.

Janus, torpedo-boat destroyer, Lt.
Comdr. M. B. R. Blackwood,
320 tons, 6 guns, 3,000 i.h.p.

Kent, armoured cruiser, Capt. S.
St. J. Farquhar, 9,800 tons,
14 guns, i.h.p. 22,000.

Kinsale, river gunboat, Lieut.-
Comdr. T. J. S. Lyne, 616
tons, i.h.p. 1,200.

Martin, surveying ship, Comdr. B.
O. M. Davy, 1,070 tons, 6
guns, 1,400 i.h.p.

Minotaur, armoured cruiser (flag-
ship Vice-Admiral Sir A. J.
Windeyer), Capt. G. O. Cayley,
14,400 tons, i.h.p. 27,000.

Monmouth, armoured cruiser,
Captain L. E. Power, 9,800
tons i.h.p. 22,000.

Moorhen, river gunboat, Lieut.-
Comdr. G. P. Leith, 180 tons,
2 guns, i.h.p. 800.

Newcastle, 2nd class cruiser, Cap-
tain George P. E. Hunt,
4,800 tons, turbine.

Nightingale, river gunboat, Lt.
Comdr. Claude Hillardson-
Woodward, 85 tons, 240 i.h.p.

Otter, torpedo-boat destroyer,
Comdr. Lamb, 385 tons, 6
guns, 6,300 i.h.p.

Robin, river gunboat, Lt.-Comdr.
Cosmo A. O. Douglas, 85
tons, 2 guns, 240 i.h.p.

Rosario, depot ship for Sub-
marines, Lt.-Comdr. N. E.
Archdale, 980 tons, i.h.p.
1,400.

Sandpiper, river gunboat, Lieut.-
Comdr. E. J. J. Southby, 85
tons, 2 guns, 240 i.h.p.

Snipe, river gunboat, Lt.-Comdr.
Maurice B. Leslie, 85 tons, 2
guns, 240 i.h.p.

Taku, torpedo boat destroyer,
Gunner E. J. Trillo, 305
tons, i.h.p. 6,000.

Tamar, receiving ship, Com-
modore Eyres, 4,650 tons, 6
guns.

Teal, river gunboat, Lieut.-
Comdr. R. J. Buchanan, 180
tons, 2 guns, 800 i.h.p.

Thistle, gunboat, Lieut.-Comdr.
M. B. Baillie-Hamilton, 710
tons, 900 i.h.p.

Virago, torpedo-boat destroyer,
Lieut.-Comdr. Harold D.
Adair-Hall, 305 tons, 6 guns,
6,300 i.h.p.

Waterwitch, surveying ship,
Lieut.-Comdr. R. L. Hancock,
620 tons, 450 i.h.p.

Whiting, torpedo-boat destroyer,
Lieut.-Comdr. G. B. Har-
ford, 360 tons, 6 guns, 6,900
i.h.p.

Widgeon, gunboat, Comdr. M. J.
Wilding, 195 tons, 2 guns,
800 i.h.p.

Woodcock, gunboat, Lieut.
Comdr. B. R. Brooks, 150
tons, 2 guns, 850 i.h.p.

Woodlark, gunboat, Lieut.
Comdr. G. H. M. M. M. M.,
100 tons, 2 guns, 400 i.h.p.

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A. S. Watson & Co., Ltd.,

ALEXANDRA BUILDINGS.

Hongkong, 11th November, 1911.

[28]

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, NOVEMBER 15, 1911.

FACED WITH A STRIKE.

As the hour for going to press approaches we are again reminded that we are face to face with a strike. The Chinese are a fine race of people, and there is no reason why they should not now make rapid progress toward the goal to which they have set their ambition, and become leaders in the comity of nations.

They are human, and reckon not with trifles when the mind is engrossed with broad, weighty matters, such as are now ever present with them in these times of strife and expurgation. The setting of type in a newspaper office is too trifling a matter to interest even the lowly compositor, if he is obsessed with revolution of national import. It is to him petty. We as a consequence are left, without warning, with but a handful of workers (four) at an hour when we had a right to expect twenty-seven artists to assist us in producing our modest sheet. Heretofore twenty-seven men have laboured eight hours daily to produce what we term the "Hongkong Telegraph."

Yesterday's issue was the product of four regular compositors, aided by our entire European staff; editors, reporters and proof-readers all lent a willing hand, and set up during the day most of the matter which appeared in that issue; and mark you, the majority of those men never before set a single line of type. Grit and determination, if linked with perseverance, must always win.

THE INTERREGNUM.

Most of us have found it difficult to realize that an actual revolution has taken place in what were the two adjoining "provinces" of the mainland. The thing has been so sudden, and stupefying, and the situation now created is so extraordinary, that it is difficult to criticize or even to comment. Minor difficulties present themselves to those who would speak or write of the neighbouring "Republic." What should it be styled? The "Two Kwang" was all right while they were provinces, but it is not clear whether they intend now to become an entity or to be separate republics. There is a haziness about the whole affair that has its dangers. From the moment that the revolutionary flag superseded the Dragon Flag the laws of China became inoperative—those two great tracts of country, those millions of people, were subject to no rule, the ineffectual, but existing web of administration that bound the community together was shattered to pieces and the only law was the law of might. Precisely the same conditions prevailed in Portugal when Manoel was forced to flee, but there were important differences. In Portugal among the revolutionaries were a number of men who, whatever their individual shortcomings might be, were men who were well versed in the theory and practice of government. Moreover, although the machine of government had been badly knocked about it could easily be patched up to work until its important parts were renewed.

In Canton, using the term Canton to express the region that has revolted from Manchu rule, the conditions are widely different. There is, it is true, a class that has a theoretical knowledge of the principles of government, but there is nothing to show that this knowledge is particularly sound. In fact there is reason to fear that visionary ideals fill the minds of the reformers, rather than concrete and practical plans. Of practical knowledge there is none. In these circumstances the building up of an administration will be a delicate and dangerous task and he would be daring indeed, who, at this stage, should even pronounce it to be possible. The great danger is that the bulk of the people of Canton are undoubtedly without the qualifications for self rule. The position in a sense is analogous to that in Hongkong. Here the European minority is beyond question thoroughly qualified to take part in the government of the Colony, but the presence of an overwhelming majority not so qualified renders it impossible to grant self-government. Government must therefore be left in the hands of the representatives of the Crown, and in this course the European minority concurs, because it realizes that this is the only practicable course. In Canton on the other hand it is the section that corresponds to the unofficial foreign element in Hongkong, that has brought about the revolution.

What will be the upshot? It is unwise to prophesy, but it seems certain that serious difficulties will have to be surmounted before orderly government is instituted. The demagogue is likely, at all events temporarily, to gain sway and there is no knowing to what excesses the mob might be led under bad leadership. Such excesses, if carried too far, might lead to intervention. Possibilities are conjured up that are fraught with peril to Chinese and foreigner alike and, at this stage, all that can be hoped is that the moderate element in Canton, which at first was in complete control, can retain supremacy until the most dangerous crisis is past.

DAY BY DAY.

Mr. J. B. Sattor, the commercial commissioner in the Far East for South Wales, has left N. China on a trip to Japan.

Sergeant Major Diver, will now perform the duties of ship's sergeant during the return voyage of the transport Rohilla.

The farmers in the vicinity of the W. St. river are gathering in their second crop, which is said to be a particularly good one.

Owing to the gymkhana on Saturday, Mr. G. P. Lammer's auction of Chinese and Japanese porcelain has been postponed until Monday.

The period of furlough granted to Lieutenant J. O. Beattie, 8th Rajputs, has been amended to read from 15th November, 1911, to 14th July, 1912.

The sixth edition of the new street index by Arthur Chapman Government Assessor, revised and corrected up to date will be issued within a month.

It is stated that the Customs officers at Samshui have taken the badges from their caps, and that the rebel flag has been hoisted over the Custom house.

The American mail of the 17th ultimo, ex the steamer Manchuria, arrived by S. S. York, and was duly delivered on Monday. No gun will be fired on the arrival of the S. S. Manchuria.

Lieutenant E. G. C. Thirlow and ten men of the 1st Battalion Somersetshire Light Infantry, are due to sail for the S. S. Chipping today (Wednesday) to join the headquarters of their battalion at Nientsin.

The hired transport Somali is expected to arrive at Hongkong on Friday, 17th instant, with the married families of the 1st Battalion, Royal Inniskilling Fusiliers. During their stay at Hongkong the married families will be attached to the 1st Battalion, Yorkshire Light Infantry. The voyage to India will be continued as soon as the Somali has been cleaned and painted.

The concert which took place at the Seamen's Institute on Monday evening, as arranged by Major and Mrs. Hunter, was a huge success, and the hall was crowded with an enthusiastic audience. The artists included Mrs. Worcester, Mrs. Edwards, Mrs. Hunter, and Mr. Worcester, Mr. Doone, Mr. Jones, and all the items were splendidly received. Great disappointment was expressed when it was announced that Mrs. Schofield and Mr. Skirrhire were unable to attend.

In the Marine Court to-day, James Findlay, Master of the S. S. Orterio, charged three of his firemen with assaulting the Fourth Engineer in Moji on November 8. It appeared from the evidence that the engineer was attacked with a hammer. Sentence of two months' hard labour was passed on two of the defendants, while the third man was awarded one month's hard labour.

On the Summary Court this morning, the Tai On Chan firm sued Lau Pak Ping, managing partner of the Wu On Bank, to recover the sum of \$801, being money deposited in the bank. Defendant consented to judgment and stated that the partnership of the Bank had been dissolved two years ago and he was the only partner left. At present, he was accountant in a Chinese firm with a salary of \$18 a month. Mr. Wilson appeared for the plaintiffs and Mr. Almeida for the defendant.

Accident to the "Hanan." She S. S. Honam, which was to have arrived here last night from Macao, did not reach Hongkong till one o'clock today, owing to the breaking of her shaft.

SITUATION IN FOOCHEW.

STORY IN FULL.

[Special Correspondent.] Foochow, Nov. 9, 1911.

There has been a good deal of unrest and excitement here for some days, and a constant stream of refugees with their belongings has poured out of the city in all directions, in anticipation of the revolt which was imminent. It was expected that the rebel attack would take place this morning.

Last night, a band of about 60 students and others who have been drilling for some time, assembled on their drill ground on Nantai, and were in readiness the whole night. At 3.30 a.m., from some given signal, the white Ku Ming Tang badges were placed on each man's arm and the party moved off in the direction of the City, posting pickets at the corners of the streets to keep order among the rowdies that were expected to cause trouble when hostilities commenced.

At 4 a.m. a sharp musketry fusillade was heard going on in the City, which continued for about half an hour when fire broke out in the direction of the Viceroy's Yamen. Within the next hour desultory firing was heard, and fires occurred at the Tartar General's Yamen and the cartridge factory near the South Gate.

Rebels Well Armed. During the whole day there have been big fires burning at or near the Tartar quarter of the city, where the Manchus have fortified themselves to make a stand. Apparently all the Chinese troops have joined the rebels, as parties have been seen about the foreign settlement with the white badge on their arms, well armed with rifles and a ban-lolier full of cartridges.

General Shun, the Commandant of the Fukien Field Force, has issued a manifesto to the foreign Consuls, intimating that he is in sole command of the whole place and will preserve law and order. It is difficult at present to obtain any reliable news of the fate of the Manchu officials in the city.

It was reported a few days ago that the Treasurer had fled and gone to sea in a small transport. The Tartar General refused to resign and expressed his intention to fight it out.

Tartar General at Bay. The City gates are in the hands of the rebel soldiers; any one is allowed out, but no people are allowed to enter the City. Simultaneously with the outbreak in the City, the Ku Ming Tang seized the Ta Ching Government Bank and the Imperial Chinese Telegraph Office, both on Nantai. Late this evening, news comes out of the City that the Tartar General, with Manchu soldiers had retreated to the old Mint, which is a well-built building with a brick wall around and were there at bay.

General Conflagration. November 10. It was reported last night that about 300 Manchus had managed to get out of the City and under instructions were to get on to the Foreign Settlement, where the Reform Society's headquarters are, and to start a general conflagration. The bridges were strictly guarded, but about 120 managed to cross the river in boats, and a regular man hunt commenced.

As the streets had been barricaded in anticipation of something of this sort occurring, the incendiaries took to the roofs of the houses and endeavoured in that way to get near to the Reform head quarters, situated midway between the Hongkong & Shanghai Bank and the Tai Hing House.

Desperadoes Shot. During the night thirteen of these desperadoes were captured and summarily shot on the Drill Ground, presenting a terrible spectacle when the daylight ap-

SIR FREDERICK LUGARD.

Not to attend the Durbar.

The Governor of Hongkong, Sir Frederick Lugard, has decided not to attend the Durbar. His reasons are set forth in the letter which immediately follows:—

Government House, November 14, 1911.

Dear Sir Paul Chater: I have very carefully reviewed the question on which I consulted the Executive Council this morning, viz: whether in the present state of affairs it would not be advisable for me to cancel my acceptance of the Viceroy of India's invitation to be present at the Delhi Durbar.

I very greatly appreciate the attitude of the unofficial members of Council, who did not wish to influence my decision in any way by an expression of their views, but in spite of the fact that you informed me that in their opinion there was no need to alter my plans I have come to the conclusion that I shall best serve the interests of the Colony by remaining here at the present juncture of affairs.

The honour done to the Colony by the invitation to be represented at the Durbar is in no way lessened by the fact that a condition of affairs has arisen in China which all the world will readily understand would militate against the absence of the Governor at such a time. The sole question for my decision is: "Which course will best serve the interests of the Colony?" and although I remain convinced that General Anderson with the assistance of Mr. Brawn and Mr. Clement would deal with any situation which might arise every whit as well as I could, I feel that public opinion would rightly consider my absence to be regrettable if while I was away any serious or critical matter should arise.

I have therefore telegraphed to H.E. the Viceroy of India informing him that I shall be unable to attend the Durbar, and I trust that you and your colleagues will consider that I have adopted the best course.

I should be glad if you would be so kind as to inform the unofficial members of the contents of this letter.

Yours sincerely, (Sd.) F. D. Lugard.

Victoria Buildings, Hongkong, November 15, 1911.

Dear Sir Frederick Lugard: I have laid your letter of yesterday's date before my unofficial colleagues, and they desire me to state that they respectfully concur in the course your Excellency has adopted, which they consider to be the best.

Yours sincerely, (Sd.) J. P. Chater. His Excellency Sir Frederick Lugard, G.O.M.G., D.S.O.

poised and revealed the results of the night's work. During this forenoon six more have been captured and shot. News came out of the City about 4 p.m. that the Manchus had surrendered, and the Tartar General made his escape, also that the Viceroy who had remained in his Yamen had surrendered. This turned out to be correct as the Viceroy soon after committed suicide, and the Tartar General was captured.

November 11. The surrenders yesterday have greatly relieved the existing tension, and it is hoped affairs will soon be straightened out. There was no relaxation of the search for incendiaries, four being captured but not executed. At four o'clock this morning a fire commenced in the main street Nantai, between the Y.M.C.A. house and the Reform Society, but with prompt resistance the conflagration was kept within the circle of fire wall in which it started. To-day all is quiet.

YACHTING.

R. H. K. Y. C.

The 1st Club Races in each class, were sailed on Saturday afternoon, the 11th inst., under favourable weather conditions. Six boats started in the handicap class at 2.30 p.m., viz:

	min.	sec.
Fris	2	0
Dione	4	40
Rolla	4	40
Colleen	5	20
Kathleen		
Dorothea		

The course was from Lyemum Beacon (port) Cust Rocks Buoy (port) Channel Rocks (port) and back to Club House.

All boats made a good start and the two old championship heroes soon strung out a lead and reached the Lyemum Beacon together, Kathleen, Rolla, and Colleen, rounding within a few seconds of each other in the order named, Dorothea, bringing up the rear. The four last mentioned boats lost ground on the leaders by standing too far towards the Kowloon shore. The Fris and Dione kept neck and neck on the run towards Cust Rocks Buoy until abreast of the Dock Point, when Fris drew slightly ahead of Dione. In rounding the Buoy Dione tried to cut inside Fris and this caused a collision, and gave the former a slight advantage which she maintained on the boat to the Channel Rocks and thence home. The other boats rounded the Buoy in the same order as at the Beacon, only a few seconds separating Kathleen, Rolla and Colleen. On the beat up Colleen passed Rolla off the Dock point and by standing over some distance towards the Hongkong shore, she gained on the others and rounded the Channel Rocks ahead of Kathleen and maintained her position to the finish. Between the Dock and Channel Rocks Dorothea passed Rolla. The finishing times were:—

Dione actual	4 hrs. 17 min. 0 sec., corrected 4 hrs. 17 min. 0 sec.;
Fris actual	4 hrs. 18 min. 20 sec., corrected 4 hrs. 18 min. 20 sec.;
Colleen actual	4 hrs. 23 min. 0 sec., corrected 4 hrs. 18 min. 20 sec.;
Kathleen actual	4 hrs. 23 min. 30 sec., corrected 4 hrs. 18 min. 50 sec.;
Dorothea actual	4 hrs. 26 min. 25 sec., corrected 4 hrs. 21 min. 05 sec.;
Rolla actual	4 hrs. 26 min. 40 sec., corrected 4 hrs. 24 min. 40 sec.;

A protest was lodged against Dione by Fris for alleged foul sailing when rounding the Cust Rocks Buoy, which was considered by the yachting committee and upheld. Dione was therefore disqualified, Fris and Colleen tied on time, and the marks gained are as follows:—

Fris	6
Colleen	6
Kathleen	4
Dorothea	3
Rolla	2

ONE DESIGN CLASS. Since last season two of these boats have changed hands viz:—Haleyon and Alannah II.

One of the two partners in Bonito II has also disposed of his share. The following were the starters:—

Ailsa	
Bonito II	
Alannah II	
Haleyon	
Daphne	

The start was made at 2.40 p.m. and the course was mark Quarry Bay (port) Cust Rocks Buoy (star.) Channel Rocks (port). There was some good racing in this class: Ailsa, however, proved too smart for the others and took first place.

The finishing times were as follows:—

	Hrs.	Min.	Sec.	Mark
Ailsa	4	12	50	0
Bonito	4	14	40	4
Alannah	4	15	30	3
Haleyon	4	18	30	2
Daphne	4	21	40	1

DINGHY CLASS. Only two started viz: Joan and No. 5, the course was Kowloon Rocks (star.) Channel Rocks (star). Joan was the winner by 8 min. 0 sec. and scores 3 points and No. 5 gets 1 point.

The next Club Race will be sailed on the 26th inst.

NOTES AND COMMENTS.

What of Sir Sah?

Chinese telegrams state definitely, and another message from Shanghai quotes a rumour to the effect that Admiral Sir Sah has turned rebel. Chinese telegrams, however, are not the most reliable in the world. Yesterday for instance a Chinese telegram reported the fall of Peking, somehow or other it seemed to us that we had heard that before, and we turned the telegram down. At the same time the rumour regarding Sir Sah may be true. It touches feasibility at any rate, for Sir Sah has not shown himself fiercely concerned about the success of the Imperialists nor terrible anxiety to lay a hand and help. By the way, it is worth remarking that the flowing tide of refugees from Canton to Hongkong has turned—homeward again. The boats going to Canton are doing good business.

A Welcome Return.

Patrons of billiards, from Hongkong to Penzance, will rejoice at the return to the scene of his former triumphs of Charles Dawson, ex-champion of England. Dawson was always a great favourite with the billiards public, and deservedly so, for in his day the charm of his play would be difficult to excel. At times he could travel along at a rare rate, and when thoroughly comfortable at the top of the table his conception of the possibilities of the lucrative winner-cannon game was a revelation of cleverness allied to a thoroughly sound technique. Dawson was the B. A. champion in 1890 and 1900, but in January of the following year Stevenson wrested the title from him. Two months later Dawson regained the championship, Stevenson being defeated by 2,000 to 5,700. In 1903 he was again champion, this making the fourth time the Huddersfield professional gained the blue ribbon of billiards in open competition. Dawson was Stevenson's opponent when the present champion compiled his record 802, which is the official U. A. record all-round break to-day.

The Coming Ship.

What will be the ultimate outcome of the Admiralty's recent order for a destroyer to be fitted with internal combustion engines it is difficult to determine, but should the experiment prove a success it is possible to foresee an alteration of great magnitude in warship construction. The saving in weight, space and labour by the use of this class of engine is enormous, when compared with the ordinary marine steam engine. It is estimated that 50 per cent. of the space at present utilised by the main engines would be saved and as much as 40 per cent. on bunker space. At present it is necessary to provide storage for a great quantity of coal fuel in order that ships shall have an effective radius of action, but with the internal combustion engine, oil fuel only would be required. The same horsepower would be obtained from about one-third of the weight of fuel at present consumed per hour. The saving in weight of an engine of 2,000 H.P. would be about one-half, while 75 per cent. would be saved in labour. Another point to be noted is that with internal combustion engines funnels, as we know them, would become things of the past. This would be a distinct gain to the destroyer, whose whereabouts is at present often betrayed by the flare from its funnels or the volume of smoke emitted.

TELEGRAMS.

THE REBELLION.

RUMOURED REQUEST TO POWERS.

Exclusive Service.

Shanghai, Nov. 15 9.35 a.m.
It is reported from Peking that the Government has asked the Powers to intervene.

A rumour is current that Admiral Sir Sals has turned rebel.

The foreign admirals are meeting here. Admiral Winslow is to arrive to-day.

Ten thousand rebels are preparing to leave for Nanking in launches.

Tsing Kiang-pu has been sacked.

The Municipality here took over the mixed court and the prisons yesterday.

IS SUN YAT-SEN IN HONGKONG?

Exclusive Service.

Shanghai, Nov. 15, 12.55 p.m.
Delegates arriving to attend the constitutional convention declare that Sun Yat-sen is in Hongkong and is coming here.

Thirteen hundred trained Hangchow troops have arrived and are going on to take Nanking.

A message from San Francisco states that five first class American cruisers, at Hawaii, have been ordered to proceed to China.

SITUATION AT HANKOW.

TROOPS GO OVER.

From well-informed sources we learn that 8,000 of the Government troops recently went over to the rebel side. The remaining 6,000 are unprovided with ammunition. A large number of soldiers were killed during the recent fighting, but for the moment, everything is reported quiet.

AMOY GOES OVER.

Special Service.

Amoy, Nov. 15.
Amoy went over to the revolutionary side yesterday. To-day all is quiet.

SINGAPORE SENSATION.

OFFICER MISSING.

(The "Telegraph" Correspondent.)
Singapore, Nov. 15, 1.05 p.m.
Lieutenant Howell, of the Manchester Regiment, was found to be missing on the arrival here of the Lightning bound for Hongkong. He is believed to have jumped overboard through a lavatory port-hole.

MINISTERING CHILDREN'S LEAGUE.

List of Donations.

The following donations have been made by the Ministering Children's League from the proceeds of their annual bazaar:

C. M. S. Victoria Home and Orphanage.....\$450
Blindheim.....450
Diocesan Girls' School 450
Italian Convent (proceeds of special stall) 300
Baxter Mission School 160
L. M. S. Training Home 75
Hongkong Cot. Orphanage, Surrey.....180
H.E. Lady Lugard and the Committee of the Ministering Children's League desire especially to thank Colonel Chapman and the officers of the Hongkong Volunteer Corps for the loan of the hall and ground; Mr. McEwen of the Public Works Department for valuable help rendered; Commander Carey for loan of flags; the proprietors of Peter's Chocolate; the Eastern Printing Co.; the Electric Light Co.; Messrs. Lane, Crawford & Co.; Messrs. A. S. Watson & Co.; the Italian Convent; the Dairy Farm Co.; Messrs. Kelly and Walsh; Nam Ning Loong; the Chinese Printing and Publishing Co.; the Hongkong Chinese Mail; Messrs. Noronha & Co.; the Press for advertising at reduced rates; and Messrs. Stubblings for teaching the children their songs.

LANGKATS.

Shareholders Criticise Directors.

The action of the directors of the Langkats Company and the circular addressed to the shareholders announcing that they had paid the previous dividends by using part of the Equalization Fund has created considerable comment among brokers and investors. The "China Press" publishes a number of communications received on this important subject and from these we make some extracts.

"Confidence" describes the circular as a bolt from the clear sky and says: "When the arrangement was entered into with the Asiatic Petroleum Company the output was said to be about 130,000 tons per year and those in position to know assured the shareholders it could be increased to 150,000 tons per year which after paying all expenses of production including working concessions and the expenses of the Rubber Plantation there would be left enough to allow dividends of Tls 60 per year (equal to Tls 6, per share on the new or split shares).

Below the old Average.

"From the time of making the statement as to what the shareholders might expect on 150,000 tons per year (say 12,500 per month) the output has not reached that figure in one month nor has it reached the old average of the Company's past production 130,000 tons (or an average of 10,800 per month) yet the regular dividend was paid of Tls 1.1-2 per quarter for six payments covering a period of 18 months; surely in that time a management having the proper control of its business should have been able to realize whether the statement and assurance officially issued were correct or not and its Board of Directors should have regulated its dividend accordingly, even when the output was steadily declining the same quarterly dividend was paid of Tls 1.1-2. The month of June—only 9,387 tons were delivered, July only 8,428 tons and by the 15th of August the management must have had sufficient knowledge of the Company's business to know that August was going to be still very much lower (August delivery was 7,339 tons) and yet on that date the regular dividend Tls 1.1-2 per quarter was declared.

The shareholders and the general public interested in the Company's affairs noted all this—and relied in the judgment of the management and the directors who, they believed, knew what they were doing and that they would not pay Tls 14 unless the earnings of the Company warranted such a dividend.

Straight Questions.

We give the rest of the letter in full.

"How do they reconcile the statement:

"They did not wish to make any reduction, as there was a chance of the position improving before the end of the Company's financial year which is Oct. 31, etc. With the fact that they regularly paid Tls 1.1-2 even when in August the delivery must have been known as 7,339 tons and now when the delivery is over 11,000 or over 60 per cent. more they declare no dividend at all. Is the statement consistent with the facts? Is there not only a chance for improvement, but is not the result as announced an improvement in fact? Has the cost of development, improvements all expenses not directly chargeable to producing oil delivered to the Asiatic Petroleum Co. been a charge upon the earnings of the Company or upon the large reserve funds provided for and set aside for that purpose? Are the fixed charges of the Company divided between production, development and rubber plantations and paid respectively from earnings and reserves set aside for developments and rubber plantations? Has the condition under which the Equalization Fund was created by resolution March 19, 1909, viz:

"The fund will only be drawn upon if we find that: We are unable to maintain the dividend previously declared and notice will be given as soon as any of it is used for this purpose been carried out and if not when did the Board authorities this fund to be drawn upon and why was not it not given to shareholders?"

The Chairman's Statement.

It was also stated by the Chairman in proposing the resolution re "Equalization Fund."

"If it is necessary to draw on this fund shareholders would be advised from time to time exactly how much was being taken from it, and they would easily be able to see how long it was likely to last and they could themselves be able to judge whether or no we should be able to get to the end of the bad times before the fund was exhausted."

Here is a legacy left by the absent managing director, Mr. McBain and a trust from the body of shareholders regularly convened accepted by the directors that is mandatory upon them to state when they need this fund and how much has been appropriated and with it take the shareholders into their confidence as to the past year's earnings and disturbances and also the Langkat Oil Company.

These are unusually bad times generally and the management directors of the Langkat Company are responsible for creating panicky conditions as regards the market value and financial conditions affecting the holdings of their shareholders which call for immediate action the restoration of confidence and not the waiting for an annual meeting to take place months hence.

Favoured Claims.

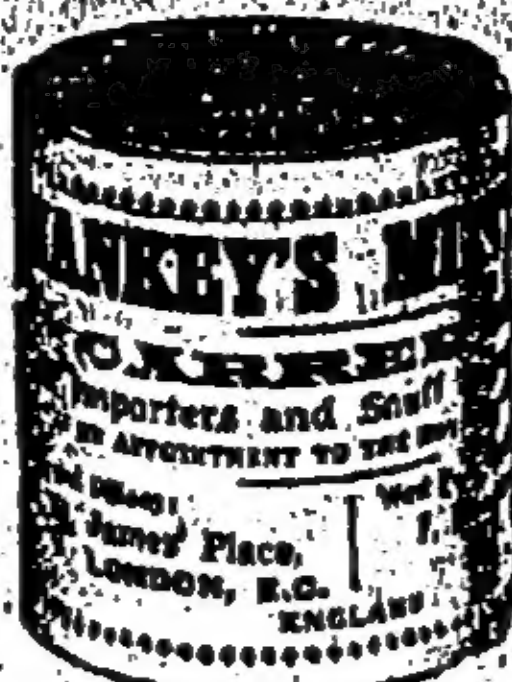
"Justice" writes as follows:

"It will take a lot of explanation and more than mere words to whitewash the insiders of the general opinion that a favoured few did not have in advance the news of the radical decision of the Langkat Directorate. Who else beyond a chairvoyant would have had the nerve to freely sell shares forward at any price when every known factor and rumour pointed to a big improvement in the Company's business and future. It was not shareholders selling shares but gamblers speculating on the hidden knowledge of the proposed decision 'betting' that the price would go down and so eager were they to clean up all there was to be had that it is a well known fact contracts were made in the Stock Exchange at 77 December when there were actually buyers and business done at 77-1-2 December, that contracts were bought at prices lower than the market rates from brokers of those who evidently did know and sold immediately afterwards to some of the public that did not know at a profit. It was a case of the 'gambler with marked cards' dealing to the unsuspecting public a 'sure thing,' and in the Exchange of London and of New York might be the subject of investigation by its committee. It is to be hoped that you will not allow this subject to drop; that you will interview the Management and Directors to answer questions that are pertinent and of great interest to the shareholders of what is probably the largest of Shanghai commercial corporations and that you will open your columns to publish correspondence."

Qualification of Directors.

"Sound Management" says: "Taking Langkats' based on present market prices ranging up to over Tls 170, which the shares have sold for within the last two years this Company bears from Tls 15,000,000 to over Tls 40,000,000 of the total value of Shanghai securities and a possibility of a sudden rise or fall in the values of these shares is a matter of serious importance to the general financial conditions in which the whole community may be directly or indirectly affected sufficient to warrant the query as to whether the management and directors should not be given a wider control than is now represented by a management bestowed for sentimental reasons towards the founder, the late Mr. McBain and a Board of Directors who no matter how capable devote the bulk of their time to their own individual business."

The assets and business of this Company are sufficient to admit of a large directorate with an executive committee paid sufficiently well to give an active control of the company's affairs and without any desire to criticize or reflect upon present management and Directors it is reasonable to assume that such an arrangement would not have permitted the company's affairs to have got so far beyond control as would have presented the sud-



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The World Round.

Fresh Stock always obtainable from

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don radical departure which affected the value of the Company's securities in one week of nearly 5,000,000 at a time when financial conditions had been and were under a heavy strain and especially when the future prospects of the company appear to be so bright.

THE PANAMA CANAL.

How Sea Passages will Be shortened.

The statement of President East, that the first ship would sail through the Panama Canal in July, 1913, has, remarks a London journal, naturally created interest in shipping circles. The question at once arises how will sea passages be shortened.

From New York to all American Pacific ports north of Panama it will effect a uniform reduction of 8,415 miles, and to such ports south of Panama an average reduction of about 5,000 miles. The corresponding reductions from Liverpool are 6,046, and about 2,000 miles. The reductions from Antwerp are about the same as from Liverpool. Between New York and Yokohama, by way of San Francisco, the reduction is 3,729 miles. The distance between Liverpool and Yokohama remains unchanged, as does the distance from European to all Asiatic ports, except those in the north of Siberia.

Coming nearer. This Yokohama is actually brought nearer to New York than to Liverpool by 1,805 miles. Shanghai is brought 1,629 miles nearer to New York, but remains 295 nearer to Liverpool. The ports of southern China and Indo-China are nearer by way of Suez than by way of Panama from New York, and Manila is only 16 miles nearer by way of Panama.

To-day's Advertisements.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES FROM NEW YORK.

THE Steamship

"KANSAS,"
Captain R. Linkster, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on TUESDAY, 21st inst., at 10 a.m. All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

By Order of the Mortgagee.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction,

on

THURSDAY,

the 23rd day of November, 1911, at 3 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria, Hongkong.

The following

VALUABLE LEASEHOLD PROPERTIES;

situate at Victoria, Hongkong, in Four Lots or otherwise as the Auctioneer shall declare, viz:—

LOT 1. All that Piece or Parcel of ground known and registered in the Land Office as SECTION G of INLAND LOT NO. 129, together with the messuage erections and buildings thereon known as No. 4 Tung Tak Lane. Term 999 years. Annual Crown Rent \$3.55.

LOT 2. All that Piece or Parcel of ground known and registered in the Land Office as THE REMAINING PORTION OF SECTION F of INLAND LOT NO. 129, together with the messuage erections and buildings thereon known as No. 7 Lyndhurst Terrace. Term 999 years. Annual Crown Rent \$12.21.

LOT 3. All that Piece or Parcel of ground known and registered in the Land Office as SECTION E of INLAND LOT NO. 91, together with the messuage erections and buildings thereon known as No. 37 Abchurch Street. Term 994 years. Annual Crown Rent \$17.14.

LOT 4. All that Piece or Parcel of ground known and registered in the Land Office as SECTION I of THE REMAINING PORTION OF INLAND LOT NO. 91, together with the messuage erections and buildings thereon known as No. 64 Stanton Street. Term 994 years. Annual Crown Rent \$4.04.

For further particulars and conditions of sale apply to

Messrs. JOHNSON, STOKES & MASTER,

Princes Buildings 100 House Street, Solicitors for the Mortgagee, or to

Mr. GEO. P. LAMBERT, The Auctioneer.

Hongkong, 13th Nov. 1911. [1491]

NOTICE.

CAPITAL for Bond-fide Industrial Schemes and Concessions. Municipal or Commercial Loans arranged. Application to be treated strictly confidential.

A dress "EAST and WEST," o/o The Hongkong Telegraph, Hongkong, 15th Nov. 1911. [1493]

CANTON-KOWLOON RAILWAY (British Section).

NOTICE.

COMMENCING 8th inst. and until further notice the express trains leaving Kowloon at 8 a.m. and 2.25 p.m. for Canton, and the trains leaving Canton at 7.55 a.m. and 2.25 p.m. for Kowloon are hereby cancelled.

The train leaving Kowloon at 3.45 p.m. for Fan Ling will run to Sham Ching until further notice.

By Order,

E. S. LINDSEY, Manager.

Kowloon, 7th Nov. 1911. [1480]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO., General Managers.

Hongkong, 14th Nov. 1911. [1491]

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Hongkong, 14th Nov. 1911. [1491]

MILK FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!



The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

TURKISH BILLS OF LADING ISSUED FOR: BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA,"

Captain E. P. Martin, R.N.R., carrying the Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 26th November, 1911, at Noon, taking passengers and cargo for the above ports in connection with the Company's a.s. "India," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for Penang, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay by the a.s. "Arabia," due in London on the 6th January, 1912.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 13th Oct. 1911. [1491]

HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from the 1st January, 1912, the price of Gas to the public will be REDUCED to \$2.50 per 1,000 cubic feet.

By Order of the Directors,

GEORGE CURRY, Local Secretary.

Hongkong, 7th Nov. 1911. [1479]

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H

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAYING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. Connecting with Royal Mail Atlantic Steamers. (Subject to alteration.)

From Hongkong	From St. John, N.B.
"EMPERESS OF JAPAN".....Sat., Dec. 2.	"EMPERESS OF BRITAIN".....Fri., Dec. 20.
"MONTEAGLE".....Sat., Dec. 30.	"EMPERESS OF IRELAND".....Fri., Feb. 28.
1912	1912
"EMPERESS OF INDIA".....Sat., Jan. 27.	"EMPERESS OF IRELAND".....Fri., Feb. 28.
"EMPERESS OF JAPAN".....Sat., Feb. 24.	"EMPERESS OF IRELAND".....Fri., Mar. 22.

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki.

Steamers will depart from Hongkong at 7 a.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-

Passenger to Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only 700 One Class of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£48 Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI.....	CHOYSAUNG	Friday, 17th Nov., Noon.
MANILA.....	LOONGSANG	Saturday, 18th Nov., 2 P.M.
SINGAPORE, PENANG, LAISANG & CALCUTTA.....	LAISANG	Monday, 20th Nov., 3 P.M.
MANILA.....	YUENSANG	Saturday, 25th Nov., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutang," "Namsang" and "Kooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kuantan, Lahad Datu, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHEWSON & CO., LD.

Telephone No. 215. General Managers. Hongkong, 15th November, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D.W.	On or about
"STRATHLYON".....	J. R. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central. Telephone No. 780. Hongkong, 26th October, 1911.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIO"..... 8,000 tons.....To be despatched end Dec.

S.S. "KATANGA"..... 5,600.....To follow

and regularly thereafter.

For rates of Freight or Passage, apply to THE BANK LINE, LIMITED, Hongkong Agents.

Hongkong, 15th August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000 HITACHI MARU, Capt. T. Yamawaki, T. 7,000 MIYASAKI MARU, Capt. T. Mura, T. 9,000	WEDNESDAY, 22nd Nov., at D'Light. WEDNESDAY, 6th Dec., at Daylight. WEDNESDAY, 20th Dec., at Daylight.
VICTORIA, B.C. & SEATTLE.....	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 2nd Dec., from KOBE
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, OMI, and YOKOHAMA.....	INABA MARU, Capt. S. Tomioka, Tons 7,000 TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 5th Dec., at Noon. TUESDAY, 2nd Jan., at Noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	YAWATA MARU, Capt. T. Sekine, Tons 5,000 NIKKO MARU, Capt. M. Yagi, T. 6,000	FRIDAY, 24th Nov., at Noon. THURSDAY, 21st Dec., at Noon.
YOKOHAMA, KOBE & YOKOHAMA.....	NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 22nd Nov., at Noon.
KOBE & YOKOHAMA.....	KITANO MARU, Capt. C. F. Cope, Tons 9,000	THURSDAY, 23rd Nov., at 11 A.M.
SHANGHAI, MOJI & KOBE.....	BOMBAY MARU, Capt. T. Hori, Tons 5,000	WEDNESDAY, 23rd November.

§ Fitted with new system of wireless telegraphy.

* Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN
Kobe and CALCUTTA.

Regular fortnightly service from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong:

"MIKE MARU".....Tons 4,000.....Capt. M. Tabata, Nov. 18th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	P. L. Somauro	Feb. 28th.
ARI MARU	7,000	K. Homma	Mar. 18th.
MISHIMA MARU	9,000	A. C. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mura	May 22nd.

FOR SEATTLE.

Steamer	Tons	Captain	From Hongkong
INABA MARU	7,000	S. Tomioka	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SAKUKI MARU	7,000		April 9th.
AWA MARU	7,000	T. Iizawa	April 23rd.
INABA MARU	7,000	S. Tomioka	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
WEIHAIWEI, CHEFOO & TIENTSIN.....	"KUEICHOW".....	16th Nov., 4 P.M.
SHANGHAI.....	"CHENAN".....	16th " 4 P.M.
SHANGHAI.....	"LINAN".....	18th " 4 P.M.
HOIHOW & HAIPHONG.....	"SINGAN".....	19th " 10 A.M.
MANILA, CEBU & ILOILO.....	"TAMING".....	21st " 4 P.M.
SHANGHAI.....	"KWEILIN".....	23rd " 4 P.M.
SHANGHAI.....	"ANHUI".....	25th " 4 P.M.
MANILA, ILOILO & CEBU.....	"TEAN".....	28th " 4 P.M.
SHANGHAI.....	"CHENAN".....	30th " 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin cross Steamers "Tea" and "Taming," saloon accommodation midships; electric fans fitted; extra state-rooms on deck, aft; Saloon accommodation of a.s. "Kallong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE. TWIN-SOBER STEAMERS (Anhui, Chenan, Linan, Chinkuan) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for Sunday morning sailings. A Company's launch leaves Murray Pier at 6 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares.—Single \$45. Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 85. Hongkong, 15th November, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH "Deutsche Dampfschiffahrts Gesellschaft 'HANSA'."

EAST ASIATIC SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and New York.

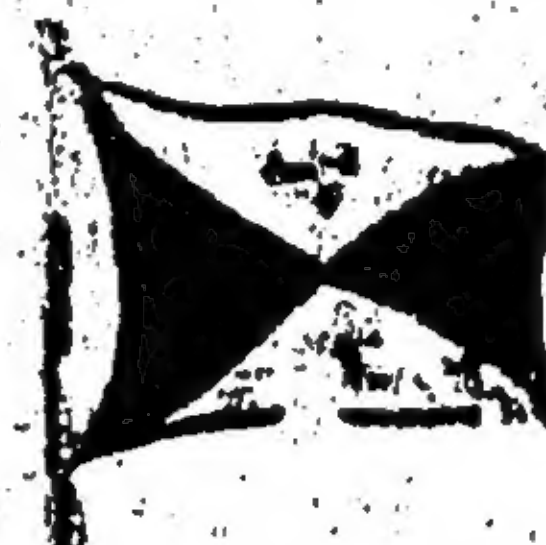
Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Rotterdam, Hamburg & Antwerp:
S.S. Scandinavia.....14th Nov.	S.S. "Aradia".....16th Nov.
"Dortmund".....6th Dec.	For Havre & Hamburg:
"Segovia".....14th Dec.	S.S. "Friedrich".....23rd Nov.
"Silesia".....27th Dec.	For Havre, Bremen & Hamburg:
"Amelia".....10th Jan.	S.S. "Savonia".....7th Dec.
"Goldene".....24th Jan.	For Rotterdam, Hamburg & Antwerp:
	S.S. "Siola".....9th Dec.
	For New York:
	S.S. "Vendia".....21st Nov.

For Further Particulars, apply to—Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 13th November, 1911.

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 20th Nov., 4 P.M.
ZAFIRO.....	4000	M. C. Smith	MANILA, CEBU & ILOILO	THURSDAY, 30th Nov., 4 P.M.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS.

Hongkong, 11th November, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to A. R. MARTY, 24, Des Voeux Road.

Telephone 118. Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN.....	17th Nov.	Saturday, Dec. 9.
ALDENHAM.....	1st Dec.	" Dec. 28.
EMPIRE.....	1th Dec.	" Jan. 6.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to Gibb, Livingston & Co., Agents.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG.—(Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru".....	21,000	W. W. Green	Dec. 1st, Noon.
S.S. "Nippon Maru".....	11,000	A. G. Stevens	Dec. 22nd, Noon.
S.S. "Tenyo Maru".....	21,000	E. Best	Dec. 29th, Noon.
S.S. "Shiyo Maru".....	21,000	H. S. Smith	Jan. 19th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The steamer CHIYO MARU will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on FRIDAY, the 1st December, at Noon.

INTERMEDIATE SERVICE.

The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Hongkong Maru.....	11,000	Wednesday, Feb. 15, Noon.
Kiyo Maru.....	17,500	Tuesday, Feb. 14, Noon.
Shiyo Maru.....	21,000	Monday, Feb. 13, Noon.
Chiyo Maru.....	21,000	Sunday, Feb. 12, Noon.

For further particulars, apply to THE NIPPON YUSEN KAISHA, Agents.

Hongkong, 15th November, 1911.

COMMERCIAL.

Messrs. Lanko and Rogge in their fortnightly report say:—

Business resulting in charters during the fortnight under review is practically all for coal tonnage from Japan, in which direction rates at the close show a slight downward tendency. Not only that there is next to nothing doing, but several forward charters from Newchwang to Canton, owing to the unsatisfactory situation in Canton caused through the outbreak through the revolution, have been cancelled, in some instances charterers being compelled to pay compensation to owners. Without any further business for this season's requirements the port of Newchwang is expected to be closed by ice in the ordinary course before the end of the month. The Tientsin and other northern trades will for like reason be stopped, and in the South, as circumstances are at present, unfortunately there are no prospects for any improvement before the new rice-crops Saigon and Bangkok are fit for export, which will not be before end of December, or beginning of January at the earliest. If the troubles should drag along for a considerable time, it is hard to say where things are going to end. However, the present rebellion in China is bound to have a good effect upon conditions in the East when all is over, whether the revolt is successful or unsuccessful, as it cannot fail to result in the institution of the much needed reforms and opening up of China to foreign trade to a much greater extent than hitherto, and, in consequence, to the benefit also of shipping. From Saigon to this port there is very little doing for regular liners. Saigon to Philippines is absolutely dead. After large cargoes have been imported from Hongkong and Japan to the P. I., in all a total of about 178,000 piculs, rice prices there have reached a normal figure. The rice cargo of the S.S. Kumoharu, 40,000 piculs, was diverted to Hongkong.

New Saigon Crop.—The growing crop, it is asserted, continues a promising one, but before beginning of January at the earliest no new grain worth speaking of will be available for export.

Hongkong-Java.—One of the regular "liners" of the Saigon run has been taken up for berth cargo from here to Java, with lump-sum as basis.

From Bangkok the "liners" are not sufficiently employed by what little cargo is offering.

Coal Freights from Japan.—There was a continued long demand, but after several big carriers have been chartered, demand for prompt has somewhat subsided. Fixtures reported—

Moji-Hongkong \$2.45 to \$2.40, Wakamatsu-Hongkong \$2.50, Wakamatsu-Canton \$3, Miiki-Canton \$2.75, Moji-Saigon P. T. Port Courbet-Swato \$2.30, Kobe-Shanghai \$2 and Palo Laut-Canton \$2.75 per ton.

Messrs. Hughes and Hough's Coal Report says that the coal expected is as follows:—Japan 43,700 tons, Hongkong, Keelung, etc. 1,900 tons, Manila 5,500 tons, North China 4,000 tons.

Sales.—Small sales reported. Enquiries for Cardiff.

Quotations.—Cardiff \$27 to 28 ex-godown, nominal; Australian West Wallsend \$11.25 ex-ship, nominal; Yubari Lump \$12 ex-ship, nominal; Miiki Lump \$10.50 to 11 ex-ship, nominal; Moji Lump \$7.75 to 9.50 ex-ship, steady; Moji Unscreened \$8 to 8.25 ex-ship, steady; Akaike Lump \$8 to 8.25 ex-ship, steady; Kaiping Navy Lump \$10 to 10.25 ex-ship, nominal; Kaiping Local Lump \$7.50 to 7.75 ex-ship; Kaiping No. 5 Dust \$6.50 to 6.75 ex-ship; Kaiping No. 1 Dust \$6.25 ex-ship; Fushun Lump \$8.25 ex-ship, nominal; Fushun Unscreened \$7.25 ex-ship, nominal; Fushun Dust \$6.25 ex-ship, nominal; Linchao Dust \$5.25 ex-ship.

The total output of the Chinese Engineering and Mining Company's three mines for the year ending Oct. 28 amounted to 303,558 tons, and the sales to 303,773 tons.

LOG BOOK.

Eighteen Years' Destroyer Progress.

With the entry into service of the destroyers of the Achéron class, the process of elimination is being applied to the old 27-knot boats, which have reached the end of their period of usefulness. Of the original 42 destroyers of 27 knots which entered the Navy in 1895-6, only 25 are now effective units, and these will be "shed" as the vessels in the destroyer programme of this and the preceding year are added to the flotillas. The first of the 29-knot boats of the Achéron class to be delivered to the Admiralty is the "Ferret," and as this vessel perpetuates the name of one of the 1893 type a comparison of the two in tabular form is instructive as embodying the results of eighteen years' development.

H.M.S. "Ferret," 1893. 1911.
Displacement, 280 tons 780 tons
Length, 104 ft. 240-260 ft.
Beam, 19.1-2 ft. 25.1-2 ft.
Speed, 27 knots 20 knots
I.H.P., 4,810 13,500
Fuel, 70 tons 100 tons (coal) (fuel)
Armament
1 12-pdr. 2 4-inch
5 6-pdrs. 2 12-pdrs.
2 18-inch 2 21-inch
torpedo tubes torpedo tubes
This represents a development of quite 50 per cent., and in the class to which the present "Ferret" belongs robustness and good sea-keeping qualities have certainly not been sacrificed in favour of speed.

The New Admiralty Library.
The gathering together of the 50,000 odd volumes from all parts of the Admiralty buildings, and assembling them in one convenient central position, which occupied much of the spare time of Sir Luigi Thomas, the late Secretary to the Admiralty, during many years, is one of the greatest services that Sir Luigi could have rendered naval officers and students of naval affairs before he quitted the quarters at Whitehall, where he had served the Navy and the nation so well for a very long period. The First Lord recently opened the new reading room at the Admiralty, which now contains such a volume of priceless information to those who seek such literature; and as Admiral Custance pointed out, the completion of the work has now placed officers of the British Navy on the same plane in this matter as that which has been occupied by the officers of the United States Fleet for nearly a generation. Mr. McKenna very properly congratulated all concerned on the conclusion of their task and on the convenient arrangements which have been made to meet all present needs. Within the precincts of the Whitehall area there are now two of the most valuable naval libraries in the world, for besides the one referred to above, which finds shelter in official buildings, there is the invaluable collection of naval works which have been got together by the Council of the Royal United Service Institution at their headquarters in Parliament-street.

H. M. S. Archer, the first of five destroyers of special type under construction for the British Admiralty at the works of Messrs. Yarrow & Company, of Glasgow, was launched on Saturday the 21st ult. The vessel is 240 ft. long by 25 ft. 7 in. beam, propelled by twin screws driven by turbines of the Brown-Curtis type constructed by Messrs. Yarrow. Steam is supplied by three Yarrow water tube boilers fired by oil fuel and fitted with a special form of superheater designed by the firm.

Intimations

AERTEX

CELLULAR.

REGAL

SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER,

21, Hongkong Hotel Buildings,
Queen's Road. [1258]

PEAK TRAMWAY CO., LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 9.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.00 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 13 min.
2.15 p.m. to 3.00 p.m.	" 15 min.
3.00 p.m. to 3.15 p.m.	" 10 min.
NIGHT CARS.	
3.45 p.m. and 9 p.m.	3.45 p.m. to 11.30 p.m. every 15 minutes.
SUNDAYS.	

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para. 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

Until further notice parcels for the undermentioned places in China will not be accepted for transmission through the post:—Hupoh, Szachuen, Kueichow and Hunan.

A Mail will close for:—

Swatow, Amoy and Tamsui—Per Dai-jin-maru, 12th Nov., 9 a.m.

Swatow—Per Haimun, 12th Nov., 9 a.m.

Amoy and Shanghai—Per Tjiljap, 12th Nov., 9 a.m.

Singapore, Penang and Calcutta—Per Fookang, 12th Nov., 11 a.m.

Singapore, Penang and Bombay—Per Capri, 12th Nov., 11 a.m.

Macao—Per Sui Tai, 12th Nov., 1.15 p.m.

Swatow, Amoy and Fookang—Per Haimun, 14th Nov., 10 a.m.

Shanghai, Amoy, Yokohama, Victoria and Tacoma—Per Panama-maru, 14th Nov., 10 a.m.

Cebu—Per Fjiljap, 14th Nov., 11 a.m.

Shanghai—Per Kwongang, 14th Nov., 11 a.m.

Tientsin—Per Chipping, 14th Nov., 11 a.m.

Macao—Per Sui Tai, 14th Nov., 1.15 p.m.

Manila, Cebu and Hilo—Per Kaitong, 14th Nov., 3 p.m.

Welbair, Obeloo and Tientsin—Per Kueichow, 14th Nov., 3 p.m.

Swatow—Per Haimun, 14th Nov., 10 a.m.

EUROPE, &c., INDIA VIA TUPICORIN—(Late Letters 11.00 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per York, 15th Nov., 11 a.m.

Batavia, Cheribon, Samarang and Surabaya—Per Tjiljap, 16th Nov., noon.

Macao—Per Sui Tai, 16th Nov., 1.15 p.m.

Singapore—Per Erroll, 16th Nov., 11 a.m.

Macao—Per Sui Tai, 16th Nov., 1.15 p.m.

Shanghai—Per Chenan, 16th Nov., 3 p.m.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) (Siberian Mail to Europe)—Per China, 17th Nov., 11 a.m.

Shanghai—Per Choyang, 17th Nov., 10 a.m.

Batavia, Cheribon, Samarang, Surabaya and Macassar—Per Tjiljap, 18th Nov., 11 a.m.

Amoy and Fookang—Per Haiyang, 18th Nov., 1 p.m.

Macao—Per Sui Tai, 17th Nov., 1.15 p.m.

Manila, Cebu and Hilo—Per Loongang, 18th Nov., 1 p.m.

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SHANGHAI, Siberian Mail to Europe—Per Linan, 18th Nov., 6 p.m.

Holbow and Haimun—Per Singan, 19th Nov., 9 a.m.

Manila, Cebu and Hilo—Per Rubi, 20th Nov., 8 p.m.

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Manila, Cebu and Hilo—Per Taming, 21st Nov., 3 p.m.

Singapore, Penang and Colombo—Per Atsine-maru, 21st Nov., 8 p.m.

Nagasaki, Kobe and Yokohama—Per Nikko-maru, 22nd Nov., 11 a.m.

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SHIPPING NEWS.

MAILS DUE.

German (Roon) 16th inst.
American (Manchuria) 17th inst.
U.S. (Ohio Maru) 21st inst.
American (Mongolia) 21st inst.

The O. P. R. Co.'s R.M.S. Empress of Japan arrived at Kobe on the 9th inst., at 8.30 p.m., and left again at midnight, same day, for Shanghai, where she is due on the 18th inst., at 4 a.m.

The s.s. Tanyo Maru, which sailed hence on the 18th ult., arrived at San Francisco on the 9th inst. She will be despatched on the 22nd inst. for this port.

The s.s. Chiyo Maru, with U.S. mails, arrived at Yokohama yesterday, and sailing thence on the 13th inst. for this port, and is expected on the 21st inst.

The E. A. L. s.s. Scandia left Singapore on the 10th inst., p.m., and may be expected here on the 17th inst., a.m.

ARRIVALS.

Harry Wadsworth, Br. s.s., 1,474, Goo. Guthrie, 10th Nov.—Bulk Oil—A. P. & Co.

Haidis, Nor. s.s., 1,065, G. Solberg, 10th Nov.—Bangkok—via Hollow 2nd Nov.—Gen.—O. S. S. N. & Co.

Kueichow, Br. s.s., 1,260, E. Foreyth, 10th Nov.—Tientsin 4th Nov.—Gen.—B. & S.

Pongtong, Br. s.s., 927, W. Botehr, 10th Nov.—Hollow 9th Nov.—Rice and Timber—B. & S.

Halvard, Nor. s.s., 1,060, C. Andor, 11th Nov.—Bangkok and Swatow 1st Nov.—Rice and Timber—A. T. & Co.

Keong Wah, Ger. s.s., 1,115, F. Niehlsen, 11th Nov.—Bangkok and Swatow 10th Nov.—Rice—B. & S.

Singan, Br. s.s., 1,047, F. Jamieson, 11th Nov.—Port Courbet, Coal—B. & S.

Sachlen, Ger. s.s., 5,084, A. Wagner, 11th Nov.—Hamburg 8th Sept.—Gen.—H. A. L.

Anhui, Br. s.s., 1,830, J. B. Harris, 11th Nov.—Canton 10th Nov.—Gen.—B. & S.

Swatow, Amoy and Fookang—Per Haimun, 14th Nov., 10 a.m.

Shanghai, Amoy, Yokohama, Victoria and Tacoma—Per Panama-maru, 14th Nov., 10 a.m.

Cebu—Per Fjiljap, 14th Nov., 11 a.m.

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COMMERCIAL.

EXCHANGE.

T.T. 1/10 5/18
Demand 1/10 5/18
30 d/s 1/10 7/18
60 d/s 1/10 9/18
1 m/s 1/10 9/18
T/T Shanghai 7/8
T/T Singapore 7/8
T/T Japan 904
T/T India 138 1/2
Demand India 138 1/2
T/T San Francisco and New York 48 1/2
T/T Java 111 1/2
T/T Marks 190 1/2
T/T France 234 1/2

Selling.

4 m/s L/O 1/10 13/16
4 m/s D/P 1/10 15/16
6 m/s L/C 1/10 15/16
30 d/s Sydney & Melbourne 1/10 1/16
30 d/s San Francisco & New York 40 1/2
1 m/s Marks 190 1/2
1 m/s France 234 1/2
Bar Silver 25 15/16
Bank of England rate 4 7/8
Sovereign 10 7/8

Buying.

4 m/s L/O 1/10 13/16
4 m/s D/P 1/10 15/16
6 m/s L/C 1/10 15/16
30 d/s Sydney & Melbourne 1/10 1/16
30 d/s San Francisco & New York 40 1/2
1 m/s Marks 190 1/2
1 m/s France 234 1/2
Bar Silver 25 15/16
Bank of England rate 4 7/8
Sovereign 10 7/8

Subsidiary Coins.

Chinese ... 20 cts. piece ... \$4.00 dis.
Chinese ... 10 cts. piece ... \$2.00
Hongkong ... 20 cts. piece ... \$4.75
Hongkong ... 10 cts. piece ... \$5.00

VESSELS IN PORT.

SYNOPSIS.

Borneo, Ger. s.s., 1,344, F. Samhill, 10th Nov.—Sandakan 4th Nov.—Timber—M. & Co.

Chioing, Ger. s.s., 1,014, J. Bruhu, 9th Nov.—Bangkok 4th Nov.—Rice—B. & S.

Chioing, Br. s.s., 1,229, Kay, 9th Nov.—Canton 8th Nov.—Gen.—B. & S.

Chip Shing, Br. s.s., 1,199, Moony, 10th Nov.—Canton 9th Nov.—Gen.—J. M. & Co.

Capri, Ital. s.s., 2,630, P. Pigari, 10th Nov.—Bongay 10th Oct.—Gen.—O. & Co.

China, Am. s.s., 3,183, Emory Rice, 8th Nov.—San Francisco 11th Oct.—Mail and Gen.—P. M. S. S. Co.

Doika Rickmers, Br. s.s., 2,657, Geo. Steinhilber, 10th Nov.—Vladivostok 2nd Nov.—Beans—M. C.

Daijin Maru, Jap. s.s., 893, J. Yamaguchi, 8th Nov.—Swatow 7th Nov.—Gen.—O. S. K.

Fansang, Br. s.s., 1,410, H. S. Malins, 8th Nov.—Cheribon 30th Oct.—Gen.—J. M. & Co.

Erroll, Br. s.s., 2,820, L. James, 7th Nov.—Haji 2nd Nov.—Coal—D. & Co.

Fookang, Br. s.s., 1,087, T. A. Mitchell, 7th Nov.—Haji 2nd Nov.—Gen.—J. M. & Co.

Helsing, Br. s.s., 611, A. H. Stewart, 10th Nov.—Swatow 9th Nov.—Gen.—D. L. & Co.

Kailung, Br. s.s., 997, J. V. Sidford, 10th Nov.—Manila, Hilo and Cebu 7th Nov.—Gen.—B. & S.

Kuan Chow, Br. s.s., 1,450, Martin, 27th Oct.—Rangoon and Manila 24th Oct.—Ballast—Man Fat.

Kwongang, Br. s.s., 1,428, Richard, 9th Nov.—Canton 8th Nov.—Gen.—J. M. & Co.

Laertes, Br. s.s., 1,940, C. E. Page, 4th Nov.—Saligon 4th Nov.—Rice and Gen.—Wo Fat Sing.

Lojoomoon, Ger. s.s., 1,286, V. Pilsgrim, 30th Oct.—Saligon 26th Oct.—Ballast—Chinese.

Machow, Ger. s.s., 996, R. G. Zollner, 7th Nov.—Singapore 31st Oct.—Gen.—B. & S.

Marie, Ger. s.s., 1,169, Schalkhler, 10th Nov.—Saligon 5th Nov.—Gen.—J. & Co.

Matopi, Br. s.s., 1,418, Uddell, 31st Oct.—Singapore 24th Oct.—Sugar—Yung Sui Lung.

Papama Maru, Jap. s.s., 6,000, Mito, 2nd Nov.—Shanghai 30th Oct.—Gen.—O. S. K.

Robilla, Br. s.s., 1,230, J. Smith, 6th Nov.—Southampton 4th Oct.—Sexta, Ger. s.s., 992, Jensen, 29th Oct.—Bangkok and Swatow 28th Oct.—Gen.—Kin Tye Lung.

Tamsui, Br. s.s., 1,000, R. Petersen, 4th Nov.—Bangkok and Swatow 20th Oct.—Gen.—B. & S.

Taiwan, Br. s.s., 1,040, A. Jenkyu, 4th Nov.—Chio 30th Oct.—Gen.—Sun Wah S. S. Co.

Tjiljap, Dutch s.s., 2,749, E. H. Kross, 7th Nov.—Batavia 29th Oct.—Sugar—J. C. J. L.

Tjiljap, Dut. s.s., 3,014, A. W. La Rooy, 4th Nov.—Mikto 29th Oct.—Gen.—J. C. J. L.

Tsurugisan Maru, Jap. s.s., 2,559, Watanabe, 6th Nov.—Mikto 4th Nov.—Coal—M. B. K.

SAILING VESSELS.

Arrow, Br. 4-masted barque, 2,971, C. Melvor, 24th Aug.—New York